

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 1,363 tons, Captain H. D. Jones.
 "POWAN" 2,338 " " R. D. Thomas.
 "FATSHAN" 2,260 " " W. A. Valentine.
 "HANKOW" 3,073 " " C. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain J. Willox.
 "NANNING" 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ping-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00, Return \$25.00.
 Canton to Tak Hing Single \$12.50, Return \$21.00.
 Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" Capt. B. Branch. S.S. "SANUI" Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shuihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

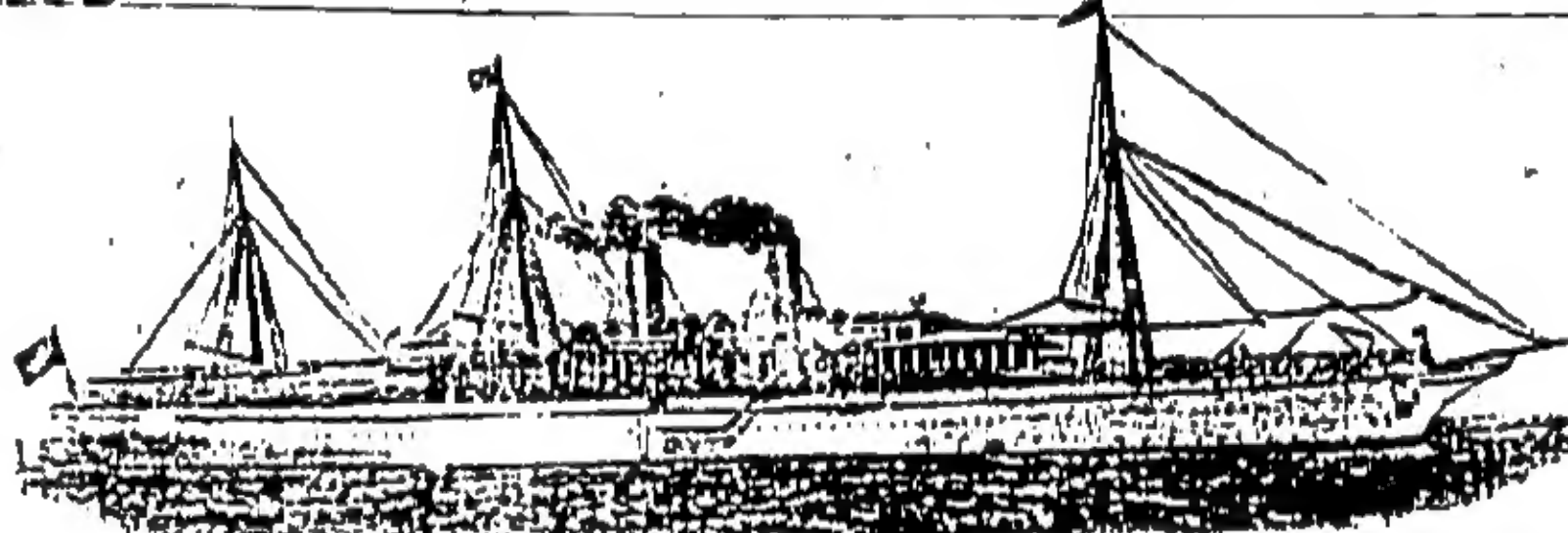
S.S. "TAK HING" Capt. R. Biss. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon Single \$6.00
 Hongkong to Kumchuk Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th January, 1905

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, YOKOHAMA, KURE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 25th January.
 "EMPRESS OF INDIA" 6,000 " WEDNESDAY, 8th February.
 "EMPRESS OF JAPAN" 6,000 " WEDNESDAY, 8th March.
 "ATHENIAN" 2,440 " WEDNESDAY, 15th March.
 "EMPRESS OF CHINA" 6,000 " WEDNESDAY, 29th March.
 "EMPRESS OF INDIA" 6,000 " WEDNESDAY, 19th April.

Hongkong to London, 1st Class, via St. Lawrence 600. Via New York 460.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail 440. 440.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers on at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Calles, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
 9, Pedder's Street.

HAMBURG-AMERIKA LINE. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
G. FERD. LAEISZ	HAYRE and HAMBURG.	13th January.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
AMBRIA	HAYRE and HAMBURG.	22nd January.
Forzelius	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SITHONIA	HAYRE and HAMBURG.	27th January.
Hildebrandt	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ARCADIA	HAYRE and HAMBURG.	7th Feb.
Förck	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ANDALUSIA	HAYRE and HAMBURG.	21st Feb.
Filler	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SAMBIA	HAYRE and HAMBURG.	7th March.
Lüning	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
RHENANIA	HAYRE and HAMBURG.	21st March.
Behrens	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

Hongkong, 12th January, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

20, QUEEN'S ROAD, Watson's Building.

Hongkong, 10th January, 1905.

Notices of Firms.

NOTICE.

THE IMPERIAL BANK OF CHINA.

I Have this day Resumed Charge of the HONGKONG BRANCH.

E. W. RUTTER,
 Manager.

Hongkong, 5th January, 1905.

WANCHAI STORING CO.

FROM 1st January, 1905, we have Ceased to be AGENTS for the above Company.

SHEWAN, TOMES & Co.
 Hongkong, 5th January, 1905.

NOTICE.

THE Interest and Responsibility of the late JAMES PARK WINGATE (deceased) in our Firm ceased on 31st December, 1904.

TAIT & Co.
 Amoy, 1st January, 1905.

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

THE Date of the CLOSING OF ENTRIES for the forthcoming Race Meeting is Postponed until SATURDAY, the 22nd January, 1905.

By Order,

T. F. HOUGH,
 Clerk of the Course.

Hongkong, 29th December, 1904.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag ex Factory.

SHEWAN, TOMES & Co.,
 General Managers.

Hongkong, 2nd September, 1904.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG.

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 10, LA-HOON ROAD.

I am now in a position, in his New and Commodious Premises, to accept, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a speciality.

Hongkong, 22nd September, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG.

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

No. 45, DES VUEUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

NOTICE.

THE Public are hereby informed that no change has been made in the Rate of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
 Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1903.

Intimations.

DOCTOR WANTED.

FOR EMIGRANT STEAMER.

Apply to—

"S. A. L. A."

C/o Hongkong Telegraph Office.

Hongkong, 31st December, 1904.

You—

WANT A SEWING MACHINE

WE WANT YOUR ORDER.

SINGER MANUFACTURING CO.,

1, WYNDHAM STREET.

Cash or terms for all grades of "SINGERS."

Hongkong, 6th January, 1905.

THE FAMOUS "MAD DOG" RAZOR.

SHARP LITTLE SHAVES

WEIGHT LESS THAN 1 OUNCE.

THIS "MAD DOG" RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes it impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAD DOG" is the finest shaving implement ever produced.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 14th November, 1904.

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Voeux Road.

Hongkong, 11th May, 1904.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

16, DES VUEUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S., 37, DES VUEUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

HOTELS.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON J. W. OSBORNE, Proprietor and Manager

29

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1903.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 19th April, 1901.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

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THE MANAGER,
 Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1903.

IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyesight cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

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Intimation.

WM. POWELL, LIMITED,

ALEXANDRA BUILDINGS,
Des Vaux Road.

The leading Drapers of
the Far East.

DRESSMAKING
AND
MILLINERY
IN ALL THE
LATEST
FASHIONS

All the newest
Dress Fabrics, Flannels,
Crepes, etc., on show.

Everything
for Children's wear.

FURNISHING
DEPARTMENT:

Houses furnished completely.
Upholstering done by experienced
workmen under European super-
vision on the shortest notice.
Estimates—free of charge.

GENTLEMEN'S
OUTFITTING
ESTABLISH-
MENT:

28, QUEEN'S ROAD,
OPPOSITE THE CLOCK TOWER.

Dress Shirts, Zephyr Shirts, Flan-
nel Shirts.

Fine Cashmere Half-hose—embroid-
ered or plain.

Stock Ties, Sweaters, Mufflers.

Hose for Golf or Shooting.

Light, medium and heavy weight
Overcoats.

Cheek Flannel, Knitted Woollen
and Cashmere Waistcoats.

Bowler Hats, Soft Felt Hats.

Golf Caps, Motor Caps.

Panama Hats.

Black and Brown Glace Kid Boots
and Shoes.

White Buckskin Boots
with thick red Rubber
Soles, suitable for
Cricket, Golf, Tennis,
Yachting, etc.

New Goods arrive each
week for all Depart-
ments.

WM. POWELL, Ld.
HONGKONG.

Hongkong, 6th January, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Executor of the Estate of
the late J. H. COX, to Sell by
PUBLIC AUCTION,
TO-MORROW,
(FRIDAY), the 13th January, 1905, commencing
at 2.30 P.M., within his residence in
Austin Road, Kowloon,
(opposite Sir Paul Chater's Bungalow),
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE
THEREIN CONTAINED.

Comprising:—
BRASS BEDSTEADS with WIRE and
HAIR MATTRESSES, TEAKWOOD EXTENSION
DINING TABLE and CHAIRS,
OVERMANTLES, TAPESTRY COVERED
DRAWING ROOM SUITE, CHEST OF
DRAWERS, PICTURES, STATUETTES,
DINNER SERVICE, GLASS and ELEC-
TRO-PLATED WARE, BLACKWOOD
TABLES and FLOWER STANDS, &c., &c.

Also
One SEMI-GRAND PIANO by John Brins
mead & Sons, London, Two FIELD GLASSES
and Two TELESCOPES.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HUGH,
Auctioneers.
Hongkong, 12th January, 1905.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 17th day of January,
1905, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN
LAND at Tai Hang Village, in the Colony of
Hongkong, for a term of 75 years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of His Majesty the KING,
for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Site	Locality	Boundary	Contents	Annual	Upper
Reg. No.		Measurements.	in	Rent	Price.
		ft. in. ft. in. ft. in.	Sq. ft.		
Lot 144.	Tai Hang Village	75 73 30 30	5,750	24	1,350

Hongkong, 7th January, 1905.

Intimations.

A. S. WATSON & CO., LIMITED.
Established 1841.
AIRATED WATER MANUFACTURERS.
NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to

A. S. WATSON & CO., LIMITED,
Aerated Water Manufactory,
Des Vaux Road Central.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.
Per Doz.

Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904.

THE VICTORIA DISPENSARY.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to

THE VICTORIA DISPENSARY.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.
Per Doz.

Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904.

WATKINS, LIMITED.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
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An inclusive charge will be made for Waters
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WATKINS, LIMITED.

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Per Doz.

Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904.

JAPAN, GERMANY, AND AMERICA.

Tokio, Oct. 27.

The attempts made by Russian statesmen,
agents, and journals to prove that Germany has
resolved, to cast in her lot with the great
Northern Power in matters relating to the Far
East are so obviously inspired by interested
motives that they have produced a measure of
reaction in Japan. The Japanese seem to argue
that, if an understanding such as these repre-
sentations imply, had really taken place, pru-
dence would seal Russian lips until the time
for giving practical effect to the *entente* had
actually arrived. Hence they infer that the
proximate purpose of the rumors now emanat-
ing from St. Petersburg is to awaken Japanese
distrust of Germany and to provoke exhibitions
of it such as may seriously offend the Ger-
mans. It is thus noticeable that Tokio news-
papers, though until recently they showed little
reserve in detailing reasons for Germany's
leaning towards Russia, now banish this topic
from their columns, or frankly avow that Berlin
is discharging its neutral duties with satisfactory
fairness. On the other hand, everything goes
to show that the feeling in Germany's Far
Eastern settlement of Kia-chau is emphatically
anti-Japanese. The Germans in China are
laying foundations which, while they do high
credit to the enterprise of the Taueon, also
indicate an empire-building purpose of great
dimensions. Their railways and public works
in Chantung and the palatial hotels they are
erecting at Han-kau and other Yang-tze marts
are evidently the outcome of ambitions large
enough, if even partially satisfied, ultimately to
render Germany a strong rival of the Power
under whose hospitable flag she was glad dur-
ing so many years to conduct her comparative-
ly insignificant commercial and industrial
ventures. Kia-chau itself has little direct
importance as a factor in this large scheme. It
derives its value mainly from its *Hinterland*,
and this, according to German political car-
tographers, is nothing more or less than the
whole of Shantung.

Six years ago when Russia's demand for the
Liautung lease had just been preferred in
Peking and was a topic of excited discussion
in Tokio, I happened to be in the presence of
two of Japan's "Elder Statesmen," the men
whose names are most intimately associated
with her modern development. Asking whe-
ther they thought that Germany, having co-
operated three years previously in compelling
Japan to surrender Liautung, would now
endorse a protest against Russia's absorption
of the same place, I received the answer:—
"Just as Germany's recent act at Kia-
chau furnished the immediate incentive for
Russia's present procedure in Liautung, so
the adventures of the latter Power will
ultimately furnish fresh opportunities for the
former." Each State is equally jealous of the
other's aggrandisement, but both are equally
ready to derive precedents from one another's
aggressions. This was not said with the light-
est show of resentment. It is characteristic of
the Japanese that they recognize Nature's law
of growth or decline as not less applicable to
State than to all living organisms. But if the
proposition was true, as every reader of modern
history will admit, then its converse also must
be true—namely, that every check imposed
upon Russian expansion in Manchuria means
a corresponding loss of occasion for Germany in
China. Since then, this by St. Petersburg's frank acceptance of Japan's
last proposals. Then the whole of Manchuria
would now be openly included in Russia's
sphere. Can there be any reasonable doubt
that under such conditions England might
have been easily prevailed on to vacate Wei-
hai-wei in Germany's favour? The statement
of Berlin have furnished more than one striking
proof that they understand the science of negoti-
ating with London, and, besides, Great Britain
is not at all an enthusiastic occupant of Wei-
hai-wei. With Kia-chau and Wei-hai-wei
in possession, and with railways radiating
inland from both places, Germany would
have held Shantung in the hollow of her
hand—Shantung, a province covering 53,762
square miles and having a population of 36
millions. But if Russia be driven out of
Manchuria, if Japan take post at Port Arthur,
if England re-seat herself at Wei-hai-wei, and
if, above all, there be thus inaugurated an era
of peaceful integrity for the Chinese Empire
and of equal opportunities for all nations
within its borders, then though Germany might
remain in uninterrupted tenure of Kia-chau,
her prospects of quick empire-building would
be greatly narrowed. All these things are
patent to the far-seeing German at Kia-chau
and therefore he desires victory for Russia.
The waters of the Far Eastern Bethesda must
be troubled to suit his purpose, whereas a
victorious Japan with England for ally would
ensure their tranquillity. Thus the Russian
effort to sow distrust of Germany in the mind
of Japan is helped by conditions palpable to all
thinking Japanese; but, on the other hand,
there are now in Tokio signs of wholesome
determination that, if offence must come,
it shall not come from Japan's side.

Simultaneously with these intrigues in the
direction of Germany, Russian agents are
seeking to create in the United States also an
uneasy feeling, that Japan's success would
jeopardize America's position in the Philippines.
Nothing could be more chimerical. It is very
doubtful whether even her ally England holds
a higher place in Japan's esteem and affection
than America. The sentiment is of long and
unchecked growth. It began under the
diplomatic regime of Mr. Townsend Harris,
who alone among the representatives accredited
to the Japanese Court in the very early days
detected the true facts of a strangely per-
plexing situation; alone avoided the mistake
of involuntarily assisting the enemies of
liberal progress to compass the overthrow
of its friends; and alone saw that Japanese
statesmen might be trusted. Harris argued where
others threatened, and the Japanese recognized
in him a friend who appealed to reason, not a
tyrant who relied on menace. The tradition
he established found faithful exponents in men

like Judge Bingham, Colonel Luck, and Mr.
Lloyd Garrison, all of whom finely interpreted
the policy of a country which has always in its
dealings with the East kept itself free from the
suspicion of aggressive designs. American feel-
ings among Occidental States agreed to relieve
Japan from the indignity of alien tribunals
administering foreign laws within her borders;
and although this concession, inexpressibly
prized by the Japanese, had no immediate
practical value because of an arrangement
which made its operation conditional on the
concurrence of other Powers, the reservation,
having been suggested by the Japanese them-
selves did not in any sense detract from the
grace of the act. America, again, by restoring
her share of an indemnity wrested from Japan
under painful circumstances, greatly strength-
ened her place in the island empire's heart;
and, when to this record is added the fact that
in the demeanour of the average United States
citizen towards the Japanese there has always
been a subtle something which differentiates
him from the generally condescending and too
often contemptuous representative of other
Western nations, it becomes comprehensible
that among all her Occidental friends there is
none more cherished by Japan than the
American. These considerations alone should
suffice to show how extravagant is the sugges-
tion that Japan would ever resent the floating
of the Stars and Stripes over the Philippines,
and there is the further cardinal fact that,
although Japan is actually allied in this war
with only one section of the Anglo-Saxon race,
she believes herself to be theoretically allied
with the whole of Anglo-Saxondom.
Since she is fighting for the British-
American programme of equal opportunities
for all peoples in an independent China, and for
the Anglo-Saxon ideal of constitutional liberty
against the way of despotic militarism,
America's withdrawal from the Philippines
would be regarded by the Japanese as little
short of a calamity, since her presence there
constitutes a guarantee for the continuance of
her wholesome interest in the Far East.

Supplementing their essays to estrange Japan
from both Germany and America, Russian
agents are evidently seeking to give new vitality
to the Yellow Peril. They no longer use the
hackneyed name. Their method is to float, not
in predictions, but in simulated realities, by
affirming that success has turned the heads of
the Japanese and rendered them unbearably in-
solent to the stranger within the gates. Now,
in truth, if there be one thing more than another
which redounds to the credit of the Japanese, it
is that they have preserved their perfect modesty
and fine courtesy absolutely unchanged through-
out the whole course of this war. It would be
an exaggeration to affirm that they show even a
sign of elation. The demeanour of the people
has not altered one whit; the tone of the Press
has not become higher; the language of politi-
cians has not assumed the least character of
defiance. To foreign residents in Japan all
things are as they always were. That here,
where full praise is their due, blame should be
attributed to the Japanese is a cruel injustice.
Probably the extravagance of the libel will
defeat its aim, but how is the average Occiden-
tal to know that these traducers do not speak
the truth?—Times.

COMMERCIAL.

SHANGHAI SHARE REPORT.

The following résumé of the week's share
transactions is from Messrs. J. A. Sullivan and
Co.'s report published on the 5th January—

The big December settlement—squeezed
through without disaster, but many brokers
have had to pay differences, which in the
aggregate amounts to a large sum, and now
regret their supineness in trusting individuals
who have so far not met their engagements.
Farnham Boyd has at last sold the *Munchen*
(a) it is rumoured to a Chinaman; this disposes
of a white elephant. Late settlement shares in
this stock were forced yesterday at 77½-80½.
Indo-China remains steady and Hongkong
Langkats are unchanged in tone. Exchange
on London is quoted for demand at 2/03½.
The Hongkong rate for 3 days' sight is 7½.
Consols 288½.

Wharves—Shanghai and Hongkong Wharf
shares are firm at quotation.

Shipping—Indo-China has been in de-
mand and transactions are reported at Tls. 90.
Tls. 60½ and Tls. 61½ for December account.
To-day Tls. 92½ has been done for March.
Hongkong 12½, 12½, London 12½, 12½. Tug
and Lighters have changed ownership at Tls.
30 for 1000. Shells are wanted at 14 ex
dividend of 1 shilling paid.

Docks—Farnham Boyd's were sold at Tls.
160 to Tls. 170 for last month's settlements.
To-day cleared shares which should have
been taken delivery of 29½ December, were
forced at Tls. 162½. For March Tls. 173½
and Tls. 173½ are reported. April at Tls.
175. The *Munchen* (a) is sold but so far
the price has not been made public. It is,
however, rumoured that Tls. 200,000 was
paid. The fall of Port Arthur, which contains
lot of damaged men-of-war should bring
remunerative work to our local docks in the
near future.

Land—Nothing done.

Cottons—Quiet, with no business reported.

Sugars—There is nothing new to note in
the tone of these stocks. Chinas are quoted
225. Lugons 5½.

Mining—Chinese Engineering and Mining
Co. shares, London register, have been sold at
Tls. 6.60.

Tobaccos—Nothing has been done in Su-
matras. In Lungkats the market has hardened
and shares have been bought at Tls. 270,
Tls. 274, 275 and Tls. 277½, 280 for cash and for
March Tls. 290, 292½.

TO-DAY'S EXCHANGE.

London—Bank T.T.	111 5/16
Do demand	111 1/16
Do 4 months' sight	111 9/16
France—Bank T.T.	244
America—Bank T.T.	147
Germany—Bank T.T.	198
India T.T.	144
Do demand	145
Shanghai—Bank T.T.	Nominal
Japan—Bank T.T.	Nominal
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	110 1/16

4 months' sight L/C 111 1/16
6 months' sight L/C 111 1/16
30 days' sight San Francisco & New York 48
4 months' sight do 48
30 days' sight Sydney and Melbourne 111 1/16
4 months' sight France 244
6 months' sight do 249
4 months' sight Germany 249
Bar Silver 27 9/16
Bank of England rate 2 1/2

RUPEE QUOTATIONS.

Today's quotations are as follows:—
Malwa New @ 1070½/100
Old @ 1150½/100
Panna New @ 1130½/100
Panna Old @ 1130½/100
Persian (Paper) @ 750/100

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds
in plenty everybody knows; but it is seldom
or never that any large business house is guilty
of them, no matter what line of trade it follows.
There can be no permanent success of any
kind based on dishonesty or deception. There
never was, and never will be. The men who
try that are simply fools and soon come to
grief—as they deserve. Now many persons
are, nevertheless, afraid to buy certain
advised articles lest they be humbugged
and deluded; especially are they slow to place
confidence in published statements of the
merits of medicines. The remedy known as

WAMPOL'S PREPARATION

is as safe and genuine an article to purchase
as flour, silk or cotton goods from the mills of
manufacturers with a world-wide reputation.
We could not afford to exaggerate its qualities
or misrepresent it in the least; and it is not
necessary. It is palatable as honey and con-
tains the nutritive and curative properties of
Pure Cod Liver Oil, extracted by us from fresh
cod livers, combined with the Compound
Syrup of Hypophosphites and the Extracts of
Malt and Wild Cherry; and how valuable such
a blending of these important medicinal agents
must be plain to everybody. It is beyond
price in Anemia, Insomnia, Weakness and Lack
of Nervous Tone, Poor Digestion, Wasting
Diseases, La Grippe, Lung Troubles and Blood
Impurities. Science can furnish nothing better
—perhaps nothing so good. Dr. W. H. Dalife,
of Canada, says: "I have used it in my practice
and take pleasure in recommending it as a
valuable tonic and reconstructive." It is a
remedy that can afford to appeal to its record
and represents the science and knowledge of
bright and aggressive medical investigation.
Effective from the first dose. "You cannot be
disappointed in it." Like all good things it is
limited. Sold by chemists throughout the
world.

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on
and after this date interest at the rate
of 8% per annum will be charged upon all calls
in respect of SHARES NOT FULLY PAID UP
from the day appointed for Payment of such
Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 11th January, 1905.

CHINA PROVIDENT LOAN AND
MORTGAGE CO., LIMITED.

THE EIGHTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS in the
Company will be held at the Office of the
Company, St. George's Building, No. 6, Con-
naught Road, on WEDNESDAY, the 18th
January, 1905, at 11 A.M. for the purpose of
receiving a Statement of Accounts and the Re-
port of the General Managers for the year end-
ing 31st December, 1904, declaring a Dividend
and electing a Consulting Committee and
Auditors.

THE TRANSFER BOOKS of the Company
will be CLOSED from SATURDAY, the
14th January, until WEDNESDAY, the 18th
January, 1905, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th January, 1905.

THE WEST POINT BUILDING COM-
PANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVEN-
TEENTH ORDINARY MEETING OF
SHAREHOLDERS in this Company will
be held at the Company's Office, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 11 A.M. for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1904.

THE REGISTER OF SHARES of the
Company will be CLOSED from SATURDAY,
the 21st January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Court of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
Central Agents for the West Point Build-
ing Co., Ltd.
Hongkong, 10th January, 1905.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING OF
SHAREHOLDERS in this Company will
be held at the Company's Office, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1904.

THE REGISTER OF SHARES of the
Company will be CLOSED from SATURDAY,
the 21st January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 10th January, 1905.

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong
for Refreshments of all descriptions.

Facing the Post Office, Queen's Road,
Central.

Send or Bring Your orders.
We guarantee satisfaction.

The Weismann Most Up-to-date Café
in the Orient.

Hongkong, 17th December, 1904.

Intimation.

YOU WANT PROVISIONS AND WINES IN 1905.

GET YOUR SUPPLIES

FROM

R. Perez & Co.

(SUCCESSORS TO

A. CHAZALON & Co.

AND

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,
Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and
Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

BRANCHES:

Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

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BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

D

PORT,

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,

LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 10th January, 1905.

Sir,

We have this week distributed over 2,000 copies of our price list in Hongkong.

Should you by any chance not have received one, kindly call or send for it.

We consider it

AN EYE-OPENER

and many congratulatory letters we have received tell us it is so.

GREGOR & CO.,

WINE MERCHANTS,

34, Queen's Road.

N.B.—Please remember that all our Wines and Spirits are bottled at home, and that they do not cost more than local bottlings. In many instances their cost is considerably less!

Hongkong, 12th January, 1905.

NOTICE
All communications intended for publication in "The Hongkong Telegraph" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 12, 1905.

A SIGNIFICANT DEVELOPMENT.

Little attention has been paid to a telegram that Reuter sent through from London a few days ago, although the wire—brief in the extreme—was fraught with an importance that few realise. It ran, "The United States have sent a sixty days' ultimatum to Venezuela, notifying that, if the United States and the European claims are not fulfilled, Admiral Dewey with a strong squadron will seize La Guaira, Puerto Caraballo, and Maracaibo, and send a force to Caracas." That is all, and at first glance it looks nothing more than the ordinary enforcement of just claims by a strong Power. When one comes to examine it, however, with the seriousness it deserves, a totally different aspect is presented. It is really the deliberate, straightforward announcement that the United States Government have taken unto themselves the arduous and paternal task of keeping the many turbulent republics in South America in order and in the path of international uprightness. It is a further development of the Monroe doctrine. It is also another piece of convincing evidence of the steady growth of the United States into Imperialism. President Roosevelt and his ministers have realised the inevitable. They recognise that the old idea of isolation is a thing of the past, that it has gone for ever. This telegram might almost be looked upon as a veiled assertion of suzerainty; for it tells the Venezuelan republic, as in a less direct way it told Panama and others, that there is a limit to their idiosyncrasies, and if that limit is exceeded, they will have to pay the reckoning. It may be argued that the same kind of telegram might have been sent to Venezuela by Great Britain, France, Germany or any other great Power, but no person would insinuate that these Powers were trying to establish a suzerainty over the small republic. This would be true if the United States were in the same position as the other Powers. Only, as it so happens, it is not. The United States are in a position as the Monroe doctrine in which "no European power shall be permitted to establish a sphere of influence in the Western Hemisphere." This prevents Americans from interfering with the internal affairs of the other Powers. The people of Great Britain have not yet forgotten the time when they were nearly plunged into war with the United States because they wished to enforce their just claims on this selfsame republic of Venezuela. Fortunately, there were cool heads at the helm of the two Powers and the catastrophe was avoided. At the same time, it created a feeling of great uneasiness in the world, for it opened up a possibility of unbridled license on the part of the South American republics. All travelled and reading men know the terribly unsettled condition of things that exist in these hotbeds of discontent, lawlessness and revolution. The President of these places may be President to-day, but to-morrow he may be shot, or deposed, or flying for his life. This naturally means the unsafety of property, whether it belongs to the citizens or whether it is foreign owned. Troubles of this kind are constantly coming before the heads of foreign governments, and form some of the most awkward and complicated questions with which they have to deal. It is, therefore, particularly gratifying to see that the United States have taken action in this latest affair and have given themselves the task of admonishing one of their own small children. It has long been the opinion of many deep thinking and statesmanlike Americans that the day is not far distant when all the turbulent States in South America will be forced to recognise that they are subservient to the Government at Washington. This latest telegram illustrates how inevitably the trend of affairs point to the fulfilment of this belief. No wise man anticipates the annexation of the republics by the United States. No wise American would desire it; but he does desire, and the whole world desires, that the United States government should possess a form of suzerainty over these firebrands in the South. It would mean greater security of life, of property and, also, sounder and more honest finance. Times have altered considerably since that famous message of President Cleveland to Great Britain. The two countries have grown to understand each other and to realise that their interests are almost identical and that in no way is there any necessity to quarrel. The British Press has frequently advocated an alliance. Statesmen have unofficially given the dream their blessing. Now the *New York Sun*—one of the best papers in America—boldly asks for an alliance between Britain and the United States on similar lines to the one between Britain and Japan. If it were only possible for such a dream to be consummated, together with the United States acting as benign parent over the South American republics, the peace of the English-speaking world would almost rest on foundations of rock.

LOCAL AND GENERAL.

THE British despatch boat *Alacrity* has left for Mirs Bay.

THE *Kobe Chronicle* will in future be known as the *Japan Chronicle*.

WE have to thank Messrs. Gregor & Co. for a most artistic calendar for 1905. It is a credit to the firm.

THE subject of the letter signed by "One of the Spectators" was dealt with by "Tin God" last evening.

IT is stated in the *P. & T. Times* that Prince Chun, the Emperor's brother, is to represent China at the coming Belgian Exhibition.

AN inquiry was opened this afternoon before Mr. Gompertz into the cause of the fire in Elgin Road. Inspector Langley was in charge of the case.

HIS Honour the Puisne Judge (Mr. T. Sercombe Smith) is confined to hospital, and his many friends will regret to hear that he is not expected to be in a fit condition to resume duty for at least ten days.

MR. E. Hamilton Holmes has handed over the charge of the British Consulate at Nagasaki to Consul F. W. Playfair, who has been transferred from Tamsui, Formosa, to succeed Mr. R. de B. Layard as H.B.M. Consul at Nagasaki. Mr. Holmes has been appointed Consul Assistant to the British Legation at Seoul.

AT the Kowloon Hotel last evening a meeting of pigeon fanciers was held, with the object of forming a pigeon club, to be known as the Kowloon Pigeon Club. Mr. J. D. Logan occupied the chair, and amongst those present were Messrs. R. David, J. W. Osborne, G. W. Kynoch, Sergeant Major Higby, Hirst, Roberts, A. Nicholson, J. Hand, Parr, A. E. Blanco and J. Sibbitt. It having been decided to found the Club, the following were elected officers for the coming year: Messrs. J. D. Logan (President), R. David (Honorary Secretary and Treasurer) and G. W. Kynoch, J. Sibbitt and J. Hand (Committee). Mr. A. Nicholson was then appointed judge and the proceedings terminated.

THE ODD VOLUMES SOCIETY.

"THE POLITICAL FEDERATION OF THE EMPIRE."

AT the close of Mr. Haskell's lecture on the above subject last evening, at a meeting of the Odd Volumes Society (the full text of the lecture appeared in our last night's issue) he proposed the following resolution—

That, in the opinion of this meeting, the plan described by Sir Frederick Pollock, in his letter to *The Times*, viz: the formation of a Committee of the Privy Council on Imperial Affairs, consisting of the best possible representatives of Colonial knowledge and opinion, to act in an advisory capacity to the Cabinet, would tend to promote the consolidation of the Empire, and would be a great step towards Imperial Federation, and this meeting endorses the plan, and that such a proposal be submitted to the Prime Minister for discussion.

Mr. J. Dyer Ball seconded, and said that not many years ago some of England's greatest statesmen wished to cast off her colonies, but now both the Mother Country and the Colonies desired to be brought even nearer together; and now was the proper time to request the Mother Country to take some action to draw herself and her colonies closer together.

Mr. Hursthouse, whilst admitting that the subject was one of which he knew very little, agreed that federation proper must be something on the lines of the German or American Confederation, but there was a vast difference between the United States and the British Empire. The States were contiguous whilst the British Empire was scattered all over the earth's surface. Any scheme of imperial federation which was to be of any use would have to emanate from the colonies themselves, and unless the colonies wished it would be useless to try and force anything upon them. The colonies preferred purely local government, and a purely local command of their military forces. For a long time past there had been observable a tendency towards more complete separation, and although he hoped he was wrong, he thought they must face the possibility of ultimate separation. At any rate they could welcome anything that would bring them into closer touch with the Home Government.

THE Chairman (Mr. H. E. Pollock, K.C.) said that personally he thought the object of the scheme proposed by Sir Frederick Pollock was a very important one, and important points affecting the Colonies could only be arrived at after mature discussion by those who had spent the best part of their lives there. He ventured to think that Mr. Hursthouse took rather a despondent view of the relations between the Mother Country and the Colonies. The forces levied there were local forces of volunteers and the Colonies should retain military forces. With regard to the Navy, the feeling in the Colonies was that the sea was one, and the ships of the Empire were considered as one, and worked more or less as a homogeneous whole. No doubt they had noticed that the Admiralty had formulated a scheme grouping together the various ships of every part for homogeneous and concerted action, and that was the reason the colonies were beginning to see the importance of unity in naval matters.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 12th at 11.35 a.m. The barometer has fallen slightly in Mid China and has risen at all other stations.

Gradients are moderate upon the coast of China and fresh NE. monsoon will prevail in the Formosa Channel, and moderate to fresh NE. winds in the northern part of the China Sea.

Forecast:—Fresh E to NE. winds, cloudy, fair.

H. M. S. "ANDROMEDA'S"

ADVENTURES.

EXCITING RUN TO PORT ARTHUR.

FIRE ON BY JAPANESE CRUISERS.

[From Our Naval Correspondent.]

An exciting story of mingled dash and audacity was told me by the crew of H.M.S. *Andromeda* on her arrival at Hongkong yesterday. It was a record of gallantry—which almost reached the verge of recklessness—and philanthropy; and now that it is all over, the officers and crew congratulate themselves that a guiding Providence saw them safely to the end of their journey.

The *Andromeda*, a first class, four-funnelled cruiser of 11,000 tons, had been stationed at Weihaiwei since May last, and like all the world the crew was on the *qui vive* for the fall of Port Arthur. Life at Weihaiwei is pretty dull even at the best of times, and the *Andromeda's* men were wondering when their vigil would cease. On Wednesday, 4th January, news was received at Weihaiwei that Port Arthur had capitulated. The *Andromeda* had been ordered to be ready for sea at an hour's notice, and when the stirring tidings came to Weihaiwei, all was bustle and stir aboard the warship.

A MISSION OF MERCY.
Orders were given that a full supply of medical stores should be instantly taken to Port Arthur for the sick and wounded Russians, apparently the idea of sending help to the beleaguered had been settled some time previously, for there was no delay in shipping the stores on board the *Andromeda*. Medicine, blankets, nourishing foodstuffs, including 4,000 cases of condensed milk, and all the usual medical appliances were quickly shipped, and at eight o'clock in the morning the *Andromeda* left Weihaiwei at full speed for Port Arthur. Amongst those on board were Commissioner Stewart Lockhart, C.M.G., Staff Surgeon Shand, the Fleet Surgeon at Weihaiwei, one Surgeon and two medical orderlies.

FIRING AT DRIFTING MINES.
Steaming at 19 knots an hour the warship made a quick run, and all went well for some hours. The gunners were at their stations and the men ready for any emergency. Shortly before noon the *Andromeda* approached two red floats which seemed to be drifting buoys. It was at once apparent that these were floating mines and orders were given to train the twelve-pounders upon them with the object of sinking them. A couple of shots were fired at the mines but none took effect, and they were left bobbing on the waves to the danger of every ship that has occasion to visit that coast. The *Andromeda*, however, was on a mission of mercy and had no time to spare in sinking the mines. Later on, an upheaval of water was witnessed in the rear of the vessel's track and it was surmised that one of the sunken mines, disturbed by the rapid progress of the cruiser, had exploded, too late, fortunately, for any damage to be done to the warship.

FIRE ON BY JAPANESE.
About 1 o'clock on Thursday afternoon, the heights of Port Arthur loomed up in the far distance. Scouting away on the horizon were several of the Japanese men-of-war, which immediately on seeing a strange cruiser in sight gave chase. The *Andromeda*, fearing nothing, continued on her journey, until one of the Japanese vessels came within a thousand yards and fired a blank shot as a signal to stop. Thinking, doubtless, that there had been some mistake, the British man-of-war continued on her way, but another blank shot from the Japanese was fired, and this time it was not a mistake. The *Andromeda* was now within 500 yards of the Japanese, and signals were exchanged and it turned out that the blank shots were merely warnings that the *Andromeda* was in the most dangerous field of mines off the coast of Talienwan. As a matter of fact, later information proved that the *Andromeda* had deliberately passed over two thickly strewn fields of floating and sunken mines. How she escaped damage is a marvel. Even the Japanese themselves confessed that they dreaded the spot and were afraid to venture within a mile of the mines. The *Andromeda*, however, happily ignorant of her danger and protected by the gods, gallantly waltzed through the death-strewn track, and succeeded in passing unscathed along the path where the Japs feared to tread.

SO NEAR AND YET SO FAR.
When the danger was realised the *Andromeda* was piloted by the Japanese cruisers to the only safe channel leading into Port Arthur, and then she was questioned as to her object in being within sight of the fortress. It was explained that, acting under orders, the *Andromeda* was carrying medical supplies to the sick and wounded in Port Arthur; in other words, that Britain was attempting to do the part of the good Samaritan. The Japanese smiled behind their sleeves, and having twisted their faces into a semblance of profound astonishment, replied gravely that they weren't having any just then. It was insisted upon that this was a pure mission of mercy on the part of the *Andromeda*.

THE POLITE JAP.
"Exactly," said the Japanese, "we are fully aware of that, and the noble and disinterested attentions of our gallant and honourable ally shall be recorded on the tablets of brass in the biggest Shinto temple of Tokio; but"—and here they grew a trifle gruff—"you don't go any nearer Port Arthur. We don't want any medical stores, thanks all the same, and the Russians don't want any medical stores, or victuals, or delicacies made in Switzerland, so possibly the best plan for you would be to return to Weihaiwei and thank your stars that your vessel is still above water." That, of course, is a very rough and ready translation of the beautiful language used by the Japanese officer in command; but it will be evident that the Japanese had no difficulty in making their meaning clear.

NOT WANTED.
All day the *Andromeda* remained at anchor, wistfully gazing at Port Arthur in the distance. At night the ship, acting on the instructions of the Japanese squadron, was darkened in every quarter. Next day the *Andromeda*, foiled in her effort to act the philanthropist, slowly turned her head to the South, gave another sad glance at Port Arthur, bade the Japanese squadron good-bye, and made for Weihaiwei. There the medical stores were transhipped to H.M.S. *Amphitrite*, and the *Andromeda* then steamed for Hongkong where she arrived yesterday.

It was an exciting experience while it lasted, and would have created a great deal more concern among the crew had they known at the time that they were calmly sailing above waters sown with mines. But ignorance was bliss indeed, and the sailors can afford now to laugh at an incident which, if it had many humorous aspects, was nevertheless not without its dangers.

BURNED TO DEATH

IN HOLLYWOOD ROAD.

A fire broke out in a native medicine shop early this morning and caused the death of a woman and two children. A report of the outbreak, which took place about two o'clock, was speedily turned into the Central Police Station, and the Fire Brigade, under Chief Inspector Baler, repaired to the scene of the conflagration, in No. 168 Hollywood Road. The ground floor was occupied by the Pu Won Tong medicine shop, and it was there that the fire is understood to have originated. The second floor was occupied as a dwelling-house, and was used by the *fokis* of the shop below and their families, eleven persons in all. The third floor was occupied by Wong Pak Mo, a Chinese schoolmaster, and his wife and two children, the victims of the fire, while the fourth storey was unoccupied and was entirely empty. By the time the Brigade arrived the flames had made great headway, and were already attacking the houses at the back, Nos. 37, 39, and 41, Square Street. They were considerably damaged, while No. 168 Hollywood Road was completely gutted from roof to basement, and No. 39, Square Road almost burned out.

SEVEN REPORTED MISSING.
On the second floor of No. 168, of the eleven persons known to be there last night seven of them are reported to be missing, while from the floor above an old man, terribly burned about his face and body, was removed to the Government Civil Hospital for treatment. As soon as the firemen were able to get inside the gutted building they found, lying face downwards on the floor, the charred remains of what had once been a human body, but which was entirely unrecognizable, and from which the arms, from the elbows, and the legs from the knees had been entirely burnt away, the skull having also being shattered. These remains, from the position, were claimed to be those of the wife of the schoolmaster, and Inspector Goutlay immediately had them wrapped up in clothes ready for removal to the Mortuary at West Point. The floors of the upper storeys having fallen in the firemen immediately proceeded to remove the debris, and then

GRUESOME DISCOVERIES
were made by Driver Winter, who unearthed the charred bodies of two children, minus arms and legs, and otherwise unrecognizable, though the unfortunate father, Wong Pak Mo, identified them through the peculiar shape of their mouths, and the condition of their teeth. It is believed these children fell with the burning timbers. The bodies were removed to the Mortuary at West Point.

Wong Pak Mo, the unfortunate husband and father, stated to a representative of the *Hongkong Telegraph*, that he was in bed at the time of the outbreak, but being awakened by the smoke and heat, he clutched up his young son—the younger of the two who lost their lives—and who was aged but one year—and tried to rush up to the fourth storey in order to escape with him on to the roof of the adjoining house, and then return for the other members of his family; but before he could do this his uncle had broken down the partition between his and the next house, and having thus formed a passage for escape he returned for the child but could not get back owing to the flames and smoke. The *fokis* of the medicine shop on the ground floor where the fire is believed to have originated said that the master, Tung Wai Sang, was expected in Hongkong yesterday from Macao, where he had been in connection with his business transactions, but had not returned.

We learn that the shop on the ground floor was insured for \$1,500, with the Sam Ching Wai Hing Insurance Company, the other storeys being uninsured. It is stated that a sergeant of police passing the houses at the back of the premises noticed two men rushing out of the lower floor, and as he saw fire on the premises in question, he arrested two men, believed to be *fokis* of the shop, and these persons are now held for investigation. The amount of actual damage, in dollars and cents, could not be estimated though it is not believed to amount to a great deal. Credit is due to the Fire Brigade for having, by their strenuous efforts, confined the conflagration within such small limits, having due regard to the narrowness of the street, and the congested condition of the small shops and habitations, in that locality, most of which are filled with dry inflammable material. The usual inquiry will be held as to the origin of the outbreak.

MASONIC.

A farewell concert was given last night in the Masonic Hall, Zeland Street, under the auspices of the United Chapter, No. 1341, E.C. in honour of Mr. W. L. Ford, M.E. Comp., for twenty-two years an energetic mason in Hongkong. This function, a "smoker," was purely informal, which added to the easy freedom and comfort of all present. Mr. Harry Wolfe presided, and in his usual felicitous style congratulated the departing guest on his long and meritorious services in this Colony, and his uninterrupted connection with his Lodge, and on behalf of himself and the other members he wished him a safe and prosperous voyage, a happy reunion with his family at home, and a long life to enjoy his well-earned pension in the Old Country. Mr. Ford, in replying, said he was indeed sorry to feel he was about to sever his connection with such old friends, but his first duty was to his own people, and he must fulfil that duty, though he must ever hold dear in his memory the recollection of his old associations in Hongkong. "For he's a jolly good fellow" was then sung, after which Mr. Harry Wolfe said he had another departing guest and member to toast, in the person of Mr. H. J. Watson, who after 18 years' connection with that Lodge was about to proceed to England on one year's furlough, with the possibility of his not returning to this Colony. In proposing his health he wished him joy and good fortune wherever he might go and, if possible, a return to the old East, with suitable words, returned thanks for the honour, and the kindness of the remarks which had fallen from the President, and once again "He's a jolly good fellow" having been sung, the "smoker" proceeded enjoyably to conclusion.

HONGKONG AND SHANGHAI BANKING CORPORATION.

GRATIFYING PROFITS.

We are officially authorized to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting—

A dividend of £1 10/- per share.
A bonus of £1.
Add to the reserve fund.....\$1,000,000
Write off property account 200,000
And carry forward about 1,500,000

SHIPPING TETSAH.

The Nippon Yusen Kaisha has released the British steamer *Brasmar* from its service, and hired the Japanese steamer *Shinshu Maru*.

Mr. J. Dainty has just retired from the service of the Mitsui Bishi Dockyard and Engine Works, where he has been employed for nearly twenty years.

It is rumoured that the C. N. Co.'s s.s. *Wooning* has been sold and that the vessel will be handed over to her new owners on her arrival at Hongkong.

The *Kohila Maru*, which was damaged by a collision with the *Manchu Maru* in the Shimonoeki Strait, is now being repaired at the Kawasaki dockyard, Kobe, and is expected to be ready for sea by the 15th inst.

The steamer *Faping*, which was lately declared a lawful prize by the Prize Court at Sasebo, has now been chartered to Mr. M. Tanaka of Osaka. With this steamer, Mr. Tanaka will inaugurate a service to ports in Korea.

The British steamer *Claverhill* has now been released from charter to the Nippon Yusen Kaisha, and sold to the Itoya Gomei Kaisha of Otaru. She is being repaired at the Uraga dockyard, and will be renamed the *Miyagawa Maru*.

It is reported that the Boston Steamship Company at Seattle granted a discount of \$30 to the Japanese soldiers in the reserve who left that port for Yokohama on November 14, for the purpose of joining the colours, the Company thus showing in a practical manner its goodwill toward Japan.

The Nippon Yusen Kaisha has decided to construct a European liner of some 7,000 tons gross at Nagasaki, and two smaller steamers at the Kawasaki yard, Kobe. These vessels are to replace the *Hilachi Maru*, *Teshima Maru*, and *Hokkai Maru*, which have been lost since the outbreak of hostilities.

The Hamburg-Amerika line steamer *C. Ferd Laeis* reports having rescued two Japanese at sea. When off Cape Tanabe, Japan, at midnight the *Ferd Laeis* met with a disabled junk. The sea was so rough that it was impossible to tow the junk, but after two hours a rope was thrown to it and the two men on board were rescued.

On the afternoon of New Year's Day, an American schooner at Osaka, reported in the vernacular papers as the *Ariacca*, was discovered to be on fire. The vessel arrived at Osaka that morning, says the *Japan Chronicle*, and anchored off Temposan, after which almost all the crew went ashore. In the afternoon smoke was seen rising from a hold, and the alarm being given attempts were made to extinguish the outbreak. The crew ashore received a hurried call, and with the aid of the water police worked at the pumps, &c., but between five and six hundred tons of water were pumped into the hold before the vessel was safe. The cargo carried was ground manure, and it is supposed that the heat generated caused the outbreak.

RESCUE BY THE "DAPHNE."

A severe gale swept across the Idzumi Sea on the evening of the 31st ultimo, and the Japanese schooner *Kyosho Maru* of Tosa, bound from that place to Osaka with a cargo of charcoal and timber, capsized. The gale was blowing from the north-west, and the position of the crew was most perilous. Fortunately the steamship *Daphne* under charter to the Osaka Shosen Kaisha (Captain E. Schipper), hove in sight, and despite the many difficulties succeeded in saving the crew. The weather was so bad that the *Daphne* would hardly answer to her wheel, and when the lifeboat was lowered it was found impossible to reach the wreck as the sea constantly

broke over it. Captain Schipper at last managed to drift his steamer on to the wreck, and threw ropes to the unfortunate men clinging to it. By this means they were hauled through the sea on to the *Daphne*. The men were in an exhausted condition and appeared to be half perished from the cold. Once aboard the *Daphne*, however, they were given dry clothes, placed in warm quarters, and given some warm food. But for the timely aid of the *Daphne*, says the *Japan Chronicle*, the crew of the *Kyosho Maru* would assuredly have been drowned. On arrival at Notsuura the rescued men were handed over to the authorities, who sent them on to Osaka.

SHIPPING AND MAILS.

MAILS DUE.

English (*Simla*) 14th inst.
American (*Siberia*) 14th inst.
Australian (*Tianan*) 15th inst.
Indian (*Lightning*) 16th inst.
Canadian (*Empress of India*) 16th inst.
German (*Roon*) 17th inst.
American (*Gaucha*) 18th inst.
German (*Suez*) 19th inst.
Indian (*Sutlej*) 25th inst.

The C. N. Co.'s s.s. *Tsuan* from Australia Ports left Manila this day noon, and is due here on 15th inst. daylight.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"TYDEUS"	24th January.
GLASGOW and LIVERPOOL	"PAKLING"	25th January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	26th January.
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"HECTOR"	19th January, noon.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	22nd January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th January, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWEIYANG"	13th January.
SHANGHAI	"SZECHUAN"	13th "
NINGPO and SHANGHAI	"TAIWAN"	13th "
SHANGHAI	"PAKHOT"	14th "
SHANGHAI	"HUMAN"	16th "
SHANGHAI	"FOOCHOW"	16th "
SHANGHAI	"TIENSHIN"	17th "
MANILA	"TAMING"	17th "
YOKOHAMA and KOBE	"THINAN"	18th "
CEBU and ILOILO	"SUNGKIANG"	20th "
MANILA, PORT DARWIN, THURS. DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

W.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th January, 1905.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 14th Jan., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th January, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	About
"RAS ISSA"	4,370	Brehmer	MANILA	30th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 6th January, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	January 23rd, 1905.
"ARABIA"	4,483	Bahle	February 13th, "
"ARAGONIA"	5,198	Schuldt	March 5th, "
"NICOMEDIA"	4,370	Wagner	March 31st, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent,

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
48, DES VUEX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 529.
Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 29, Pottinger
Street, has always on hand
FIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.
Hongkong, 14th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED RATES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. "Un-
rivalled Table." Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG CHOW" 1,139 Tons. Captain
J. P. MARTIN.
"KWONG TUNG" 1,138 Tons. H. W. WALKER.

Leave Hongkong for Canton at 9 a.m. every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$24.
Meals \$5 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"
Captain E. J. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M., and returning from Canton every
following evening at 5 P.M.

1st Class \$3.00 for Single Journey.
2nd " 1.50
Meals 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & Co.,
Canton Agents.

Hongkong, 14th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return \$3.00. \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & Co., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 20 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return or Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

THE Steamship

"CROYDON"
will be despatched for the above Port on or
about SATURDAY, the 14th instant.

For Freight, apply to
ARNHOLD KARBERG & Co.,
Agents.

Hongkong, 5th January, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"GHAAZE" 25th Jan., 1905.

"SATSUMA" 5th Feb., "

For Freight and further information, apply
to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 12th January, 1905.

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA,
(Fiorio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN,
and GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.

(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARGE-
LONA, VALENZA, ALCANTARE,
ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"

Captain Maganzini, will be despatched as above,
TO-MORROW, the 13th instant, at Noon.

A BOMBAY, the Steamer is discharging in
Victoria Dock.

For further Particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 12th January, 1905.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
above, TO-MORROW, the 13th instant, at 4 P.M.

This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 12th January, 1905.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Company's Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, will be despatched for
the above Ports on or about SATURDAY, the
14th instant.

This Steamer has Superior Accommodation
for Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 5th January, 1905.

NIPPON YUSEN KAISHA.

(TRANS-PACIFIC SERVICE).

FOR VICTORIA, B.C. and SEATTLE,
WASH., VIA SHANGHAI, MOJI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"IYO MARU,"

Captain S. J. G. Parsons, will be despatched
as above, on FRIDAY, the 27th instant, at
4 P.M.

For Freight or Passage, apply at the Com-
pany's Local Branch Office in Prince's Build-
ing, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 5th January, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Perita*.

Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M., TO-MORROW.

Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 10th January, 1905.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "ORO,"
FROM MIDDLESBROUGH, GLASGOW,
AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 10th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 20th
instant, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th January, 1905.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 18th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.

McGREGOR BROS. & GOW,
Agents.

Hongkong, 11th January, 1905.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M., the 13th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th January, 1905.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship:

"MALTA,"
Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 14th
January, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Himalaya, 6,898 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Egypt,
due in London on the 25th February, 1905.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 3rd January, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN."

Captain H. Verron, will be despatched for
MARSEILLES on TUESDAY, the 24th
January, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS... 7th February.
S.S. POLYNESIE... 21st February.

L. BRIDOU,
Acting Agent.

Hongkong, 10th January, 1905.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont	9,606	T. W. Garlick	Ab. Jan. 19
Lyra	4,417	G. V. Williams	Feb. 9
Platades	3,753	F. G. Purington	Mar. 4

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamshu* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels, ensures steady-
ness at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 9th January, 1905.

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRADORES,
have this day
REMOVED

No. 12, PATTERSON STREET,
(opposite their old establishment).
Hongkong, 24th November, 1904.

For Sale.

FOR SALE OR TO LET,
AT THE PEAK.

Nos. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with
Dressing, Drying and Bath-room; partly
furnished; distant thirteen minutes by chair
from the Tram; fitted with superior baths and
with hot and cold water; large Kitchen;
Laundry and Servants' Quarters. Can be used
as one dwelling or divided into two.

For Particulars and Terms, apply to—
SHEWAN, TOMES & Co.
Hongkong, 30th December, 1904. [1398]

FOR SALE.

INCANDESCENT GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT MANTLES,

CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMP'S

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [154]

To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsing
Tsa Tsai, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 6th January, 1905. [104]

TO LET.

GODOWNS Nos. 100 and 101, Praya East,
with Water Frontage.

Apply to—
"VICTORIA BUILDINGS."
Hongkong, 28th December, 1904. [1394]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 21st November, 1904. [71]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 26th March, 1904. [70]

TO LET.

NO. 1, RIVON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 2nd December, 1904. [69]

TO LET.

WILD DELL BUILDINGS, No. 147,
WAN CHAI ROAD. Comfortable and
Airtight Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.
S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 5 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—
S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 5th January, 1905. [73]

**SAVARESSE'S
SANDAL
CAPSULES**

Efficient because absolutely pure.
English and French made of gelatine.
Full directions in Chinese and English.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLER & PORTS. Corrected to noon, latest alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$350,000 \$175,533 \$191,973	\$1,492,554	{Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	5 1/2 %	{ \$705 sellers London £71
National Bank of China, Limited	99,925	£7	£7	\$1,400,000 81,739	\$21,568	\$2 (London 3/6) for 1903	5 1/2 %	\$38 sales
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	6 1/2 %	\$250
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$11,992 \$302,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 96 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$372,749 \$893,110 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5 %	\$700 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$20,000 \$37,794	\$486,284	\$12 for 1903	8 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	7 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$340 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000 \$500,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	6 %	\$33 1/2 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$500,000 \$157,555	\$16,362	\$14 for first half-year 1904	10 1/2 %	\$27 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$124 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 50 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	7 1/2 %	Tls. 48 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$400,000 \$21,675 \$18,000 \$130,153	\$19,555	Interim of 1/- (Coupon No. 5) for 1904	4 %	25/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093	\$1,287	{ \$1.80 & b. 40 cts \$0.90 & b. 20 cts } for year ending 30.4.04	3 1/2 %	\$38
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,675 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 %	\$145 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	10 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$120 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$16 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 60 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	6 1/2 %	Tls. 61 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,093	50 cents making G \$1 for 1904	...	G \$165
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$34 sellers
50,000	£1	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$34 sellers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,137 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	8 %	\$45 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,000 \$50,989	\$28,015	Interim of \$4 1/2 for 1904	4 1/2 %	\$104 old buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000 \$25,500	\$505,471	First year	7 1/2 %	\$102 new buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	...	\$5 dividend and \$2 bonus for first half- year 1904	7 1/2 %	\$203 buyers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	4 1/2 %	\$27 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$14 for 1903	6 1/2 %	\$190 sellers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	{ \$10 div. & \$2 1/2 bonus \$7 dividend } for 1903	6 1/2 %	\$114 1/2
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904 1/2	8 1/2 %	Tls. 155 buyers
Shanghai and Hongkew Wharf Company	37,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	8 1/2 %	Tls. 127 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,730	\$6 for first half-year 1904	3 1/2 %	\$350 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	5 1/2 %	Tls. 187 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,089	\$2 1/2 for year ended 30.6.1904	9 %	\$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 148 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	...	...	Interim of Tls. 2	...	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$50,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$144
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	8 %	\$145 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 19 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000	\$9,177	90 cents for 1903	7 1/2 %	\$124 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	6 1/2 %	\$384
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 %	Tls. 117 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	7 %	Tls. 44 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	5 %	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	Tls. 5,362	Interim of \$1 1/2 for 1904	...	\$59 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	4 1/2 %	Tls. 25 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$21,862	50 cents for the year ending 31.7.04	3 1/2 %	\$134 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,227 }	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 25 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 25 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil.	\$125 for year ending 30.6.1900	...	\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 65 buyers
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$124 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 1/2 %	\$5
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2 %	\$10 buyers
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$22 sellers
Do. (Founders)	123	\$15	\$15	...	...	None	6 1/2 %	\$8 sellers
Do. (New Issue)	24,000	\$15	\$15	...	...	First year	4 1/2 %	\$131 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	8 %	Tls. 75 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	8 %	\$10 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3739	None	8 1/2 %	\$97 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,471	80 cents for 1903	8 1/2 %	\$11 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	...	...	\$14 for year ending 31.7.1903	...	Tls. 10 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 153,318	Tls. 5 for 1902	7 1/2 %	\$100
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	5 %	\$25 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$50,000	\$32,115	\$1.50 for 1903	5 %	\$25 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$180,000	\$13,103	Interim of Tls. 3	14 %	\$10 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £23,109 £23,000 }	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$15 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$7,747	{ \$100 50 cents } for year ending 30.4.1904	14 %	\$9 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	\$15 for year ending 30.3.1.1904	5 1/2 %	\$265 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,344	Interim of \$4 for 1904	6 %	\$255
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,595	\$10 for 1903	6 1/2 %	\$155 buyers
Hongkong Steamboat Company, Limited	15,000	\$10	\$10	\$25,000	\$299	Final of 40 cts. and 50 cts. bonus making \$1.90 for the year ended 30.9.04	...	\$20 sales
Kat Brothers, Limited	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	...	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Interim of 35	8 1/2 %	\$140 buyers
Maatschappij tot Mijn-, Bosch- en Landbouw- exploitatie in Langkat.	25,000	Gs. 100	Gs. 100	{ Tls. 334,669 Tls. 11,143 }	Tls. 27,187	4th quarter of Tls. 5, paid 15.12.04 & making in all Tls. 35, for 1904	12 1/2 %	Tls. 280 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	7 1/2 %	\$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$838	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 108,172 }	Tls. 7,548	Interim of Tls. 34 for 1904	8 %	Tls. 105 sales
Shanghai Home Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 90 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 16,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 165
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 140,000	Tls. 7,369	Interim of 25/- for 1904	6 %	Tls. 400 buyers
Singapore Dispensary, Limited	6,000	\$25	\$25	\$6,000	\$800	\$5 for year ended 31.7.1903	...	\$80
South China Morning Post, Limited	50,000	\$5	\$5	none	Dr. \$39,079	None	8 1/2 %	\$25 nominal
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 %	\$4 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	First year	9 1/2 %	\$10 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$85,403	\$1 div. and 25 cents bonus for half-year ended 30.3.1904	6 1/2 %	\$30 buyers
Tientsin Native City Waterworks Company, Ltd.	2,041	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	T.Tls. 110
Tientsin Waterworks Co. Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 607	Final of Tls. 4 making Tls. 8 for 1903 1/2	6 1/2 %	Tls. 130
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	\$20,000	\$1,280	90 cents for year ended 31.5.1904	10 1/2 %	\$80 buyers
W. A. Doornik & Co. (Founders)	10,000	\$10	\$10	\$4,802	\$1,043	{ \$30.70 \$1 for 1903 }	...	\$91 sellers
Watkins, Limited	10,000	\$10	\$10	\$5,000	\$88	Final of 70 cents making \$1.20 for the year ending 30.6.1904	9 1/2 %	\$124 buyers
William Powell, Limited	12,000	\$10	\$10	\$5,000	...	...	...	...